



## For Sale.

MacEWEN, FRICKEL & Co.  
No. 53, Queen's Road East,  
(OPPOSITE THE COMMISSIONER'S OFFICE),  
ARE NOW LANDING  
FROM AMERICA.  
CALIFORNIA  
C RACKER  
COMPANY'S BISCUITS in 5 lb  
tins, and loose.  
Soda BISCUITS.  
Assorted BISCUITS.

Small HOMINY.

Cracked WHEAT.

OATMEAL.

GORMEAL.

TOPOCAN BUTTER.

Apple BUTTER.

Eastern and California CHEESE.

CODEFISH, Boneless.

Crime HAMS and BACON.

Eagle Brand Condensed MILK.

Family BEEF in 25 lb. cans.

Ideal SALMON in 5 lb. cans.

Bathing Desert FRUITS in 25 lb. cans.

Assorted green VEGETABLES.

Potted SAUSAGE and Sausage.

MEAT.

Stuffed PEPPERS.

Assorted SOUPS.

Richardson &amp; Hobbin's Celebrated Potted MEATS.

Lunch HAM.

Lamb's TONGUES.

Clam CHOWDER.

Fresh OREGON SALMON.

Dried APPLES.

TOMATOES.

SUCCOTASH.

Maple SYRUP.

Golden SYRUP.

LOBSTERS.

OYSTERS.

HONEY.

Assorted JELLIES.

Green CORN.

FAIRBANKS' SCALES.

400 lb. Capacity.

600 lb. "

900 lb. "

1,200 lb. "

CORN BROOMS.

OFFICE HIGH CHAIRS.

AXES and HATCHETS.

AGATE IRON WARE.

WAFFLE IRONS.

SMOOTHING IRONS.

PAINTS and OILS.

TALLOW and TAR.

VARNISHES.

DEVOE'S NONPARIEL

BRILLIANT

KEROSINE OIL,

150° test.

Ex late Arrivals from

ENGLAND.

A LARGE ASSORTMENT OF

S T O R E S,

including:

CHRISTMAS CAKES.

PLUM PUDDINGS.

MINCEMEAT.

ALMONDS and RAISINS.

Crystallized FRUITS.

TRYSONEAC'S DESSERT FRUITS.

Padding RAISINS.

Lante Currants.

Fine YORK HAMS.

PICNIC TONGUES.

PATE DE FOIE GRAS.

SAVORY PATES.

FRENCH PLUMS.

BROWN.

INFANTS' FOOD.

CORN FLOUR.

SPARTAN

COOKING STOVES.

HITCHCOCK HOUSE LAMP.

PERFECTION STUDENT LAMP.

CLARET—

CHATEAU MARGAUX.

CHATEAU LA TOUR, pints &amp; quarts.

12° GRAVES, "

BREAKFAST CLARET, "

SHERRIES &amp; PORT.

SACCOMAN'S MANZANILLA &amp; AMON-

TILLADO.

SACCOMAN'S OLD INVALID PORT

(1848).

HUNY'S PORT.

BRANDY, WHISKY, LIQUEURS, &amp;c.—

1 and 3-star HENNESSY'S BRANDY.

BISQUET DUBOIS &amp; Co.'s BRANDY.

ROYAL GLENFIE WHISKY.

BOBBY'S OLD TIN WHISKY.

E. &amp; J. DUNLOP'S IRISH WHISKY.

ROSE LIME JUICE CORDIAL.

NODDY PAIR &amp; Co.'s VERMOUTH.

GRANGE'S GINGER BRANDY.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CUBACAO.

ANGOSTURA, BOKKE's and ORANGE

BITTERS.

&amp;c., &amp;c., &amp;c.

BASS'S ALE, bottled by CAMERON and

SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &amp;

J. BOKE, pints and quarts.

DRAUGHT ALE and PORTER, by the

Gallon.

ALE and PORTER, in hogheads.

SPECIALLY SELECTED

CIGARS.

Fine New Season's CUMSHAW TEA, in

5 ozs. Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILLEN'S PATENT FIRE-PROOF

SAFES, CASH and PAPER

BOXES, at Manufacturer's Prices

Hongkong, December 1, 1883. 1043

## Entertainment

THEATRE ROYAL,

CITY HALL, HONGKONG.

SIGNORA LOUIZA MARCHETTI

(into PRIMA DONNA of Signor

BRAGASCHI'S ITALIAN OPERA TROUPE)

will give a

SECOND AND LAST GRAND CONCERT

TO-MORROW EVENING,

the 3rd June, 1884.

Particulars will duly appear in the

Programmes.

Prices of Admission:

Dress Circle and Stalls, 82.

Unreserved Seats, 51.

Tickets can be obtained at Messrs. KELLY

&amp; WALSH, H. HONGKONG HOTEL, and at the

Hall on the Night of the Concert.

Hongkong, May 27, 1884. 884

To-day's Advertisements.

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FOR SHANGHAI.

The Steamship

Yantze, will be

despatched for the above

Port TO-MORROW, the 3rd Inst., at 2 p.m.

For Freight or Passage, apply to

SIEMESSEN &amp; Co.

Hongkong, June 2, 1884. 912

OCEAN STEAMSHIP COMPANY.

FOU SHANGHAI.

(Taking Cargos &amp; Passengers at through rates

for NINGPO, CHEFOO, NEW-

CHWANG, TIENSIN, HANKOW and

Port on the YANTZE.)

The Co.'s Steamship

Tutor, will be

despatched as above TO-

MORROW, the 3rd Inst., at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, June 2, 1884. 920

To-day's Advertisements.

NOTICE.

(Taking Cargos &amp; Passengers at through rates

for NINGPO, CHEFOO, NEW-

CHWANG, TIENSIN, HANKOW and

Port on the YANTZE.)

The Steamship

Glenaray, will be

despatched as above on

WEDNESDAY, the 4th Inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.

Hongkong, June 2, 1884. 916

CONTRIBUTIONS INDIRECTES.

CONFORMEMENT aux dispositions arrêtées par le CONSEIL COLONIAL dans sa séance du 28 Décembre dernière.

Les personnes qui désirent établir en Cochinchine des distilleries à alcool pour les fabrications de spiritueux pour la transformation des riz et autres matières en alcools destinés à l'exportation doivent faire parvenir leur demande en autorisation à l'Administration, avant le 1<sup>er</sup> Septembre, 1884, accompagnée des plans et indications propres à permettre l'appréciation de l'importance et l'économie de l'établissement projeté.

La concession aura lieu aux conditions suivantes:—

1.—La distillerie devra être établie à Saigon sur le territoire du 20ème arrondissement. Tous les bâtiments seront construits en murs de briques, couverts en tuiles, attendant les uns aux autres et renforcés par une encinte parfaite et étanche.

Le concessionnaire devra faire parvenir son plan et autres documents à l'Administration, avant le 1<sup>er</sup> Septembre, 1884, accompagné des plans et indications propres à permettre l'appréciation de l'importance et l'économie de l'établissement projeté.

2.—La fabrication et la sortie des alcools seront soumises au régime de l'exportation. Le concessionnaire devra soumettre à tous les règlements pris par l'autorité locale pour la surveillance et le contrôle de cette industrie.

3.—Pendant trois années et jusqu'à concurrence de 20,000 de litres, quel que soit le nombre d'établissements en exercice, la fabrication et l'exportation sera exercée de tous droits.

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We turn to the French version published later on, and which is made the authoritative version in case of dispute, the publication wears a very different aspect. It simply says that in the now and definitive Treaty which France is about to make with the Court of Hué, and which will annul all existing stipulations in regard to Tonquin, France engages not to use expressions derogatory to the dignity of China. That is a very different thing. For by clause 2 China has undertaken not to interfere with the provisions of any future Treaty which France may make with Annam, and as this same future definitive Treaty will be just such as France may be pleased to dictate, it may and very likely will abrogate all existing stipulations relative to Tonquin in one clause, and cede the country out and out to France in the next. We do not profess to be able to fathom the reasons which induce the negotiators to make the French and Chinese versions bear a different meaning on such an important point. It could not possibly have been a chance misunderstanding; the scholarship of the assistants on both sides preclude such a supposition. We must therefore conclude it was done for a purpose, and as the first and most natural result has been to deceive the Chinese as to the real nature of the agreement, it can hardly be deemed unfair if we conclude that that was the object.

In other respects too the clauses of the Convention bear a plausible air of well-balanced mutual concessions. France has given satisfactory guarantees to China that she will respect the Southern border and secure it against all comers, and therefore China agrees forthwith to recall her troops from Tonquin. Of course we know very well that France has given no guarantees whatever any more than she was always willing to give, namely, her word that she did not mediate any aggression on China proper in the meantime. That she will guarantee the border against attack from other nations we can well believe, but who will guarantee the guarantor? It was precisely this presence of a powerful nation on her immediate frontier which China has all along objected to as being a danger and standing menace to her internal peace, and now we are given to understand that she has suddenly been converted to see in this presence her real security. We always thought the alarm of China at the idea of being immediate neighbour to a strong European Power was exaggerated, but whatever of reason there was in it before still exists. France can build her forts now under the very noses of the mandarins, and though we doubt not she is for the moment perfectly sincere in her disclaimer of all aggressive intention, there is no saying how soon things may alter. There are enough restless spirits in the Great Republic, and should the mines of Tonquin prove delusion, those of Yunnan may tempt them onwards.

After all it is perhaps rather irridic to begrudge the gilding of the pill. The bolus had to be swallowed somehow, and the sooner the process was made the better. Only we wish it to be noted that there has been a grilling, and if by chance some of it should come off before the dose is well got down, the gorge of the patient might rise yet.

#### TELEGRAMS.

LONDON, 1st JUNE.  
MORE DYNAMITE EXPLOSIONS IN LONDON.  
Three separate explosions of Dynamite took place almost simultaneously in St. James's Square, and another in Scotland Yard, injuring several persons and causing immense damage, much undoubtedly by causing immense excitement in London at the present time. The audacity of these dynamiters could not go beyond arranging an explosion in the headquarters of the London detective force. Most rigorous measures have for some time been taken to check these dastardly and senseless outrages; if they prevailed in Ireland the country could be placed under military law, but it is a herculean and well nigh impossible task to put a stop to them in England, so long as cunning and reckless men are willing to risk their lives in perpetrating them. The outrages must arouse such a strong feeling of hate and antagonism to everything Irish among the English people that these explosions, instead of promoting the cause of the Nationalist party, must have a directly opposite effect.

A PAINTER named Wong Ayan, living at No. 5 Wing On Lane, Sze-ying-poo, committed suicide on Saturday evening last, by cutting his throat with a Chinese sharp-knife. An inquest was held on the body of the deceased man at the Government Civil Hospital this afternoon by the Coroner, Mr. G. Wise, and a jury consisting of Messrs E. F. de Rozario, F. A. Marval and H. A. Duchi, when evidence was adduced showing that the deceased had for some time passed been considered by his companions to be of unsound mind. A number of other painters lodged together in the same house with Wong Ayan, and on Saturday morning they all went to their work at about 6 o'clock except the deceased man, who remained in the house alone. The other men returned in the evening at 7 o'clock and were sitting down to arrange together about the payment of the month's rent, when it was noticed that there was something dripping down from the cock-loft above. Upon getting a light it was seen that it was blood that was falling from above, and several of the men went up into the cock-loft to see what was wrong. There they saw the deceased man lying on his back on the bed with his throat cut. They did not know if he was dead then, but one of them at once went to report the matter to No. 7 Police Station, and an ambulance was sent by the Police and deceased was taken to the Hospital. The body was quite cold when removed to the Hospital. Two of the deceased man's fellow lodgers stated

A TELEGRAM was received in Singapore from Penang on the 25th May, announcing the arrival there of Messrs Appear & Co.'s steamer *Japan*, from Calcutta, under sail, her machinery having broken down off Akkay.

We learn from the agents here, Messrs D. Sasse, Sons & Co., that the S.S. *Japan* was telegraphed to leave Singapore for this port on Friday last, the 30th inst.

The steamer *Astoria* has not yet, says the *Straits Times* of the 27th May, been got off the reef on which she struck at Pedder Branch, Mr. C. Wishart, of the New Harbour Dock, is endeavouring to get her off, and has with him the steamer *Athol* and the tug *Bangkok*, and is also providing himself with a number of iron tanks with which to keep the steamer afloat in case of getting her off the reef.

THE woman Un A Ngan, who was brought before Mr. Wise on Saturday last for attempting to commit suicide by jumping into the harbour, was to-day discharged, her husband engaged to look after her. There was no evidence to show that her mind was affected seriously, but her husband appears to have been out of work for some time, and the 'hard times' consequent upon the stoppage of income appear to have had much effect upon her, and to have induced her to come to the conclusion that life was not worth the living.

It has been decided by the powers that be at the Central Police Station that for the future the variegated and picturesque costumes of the jinrikisha and chair coolies flying their vehicles for hire in the streets of Victoria shall be totally abolished, and that the coolies shall all blossom out in uniform suits of dark blue or purple. These suits are to be provided at the expense of the proprietors of the 'rickshas and chairs' and are shortly to come into general use. About a hundred rickshas were brought up to the compound at the Central Station for examination this morning, and the coolies in charge all appeared in the new livery; but how long they will retain their clean and decent appearance remains to be seen.

TUESDAY, 29th May.—The British sir. *Glenmore*, of Leith, Captain John G. Wright, was towed into Hongkong harbour by the China and Manilla Steamship Company's new steamer *Zefiro*, Captain Talbot. Captain Wright reports that he left Newcastle, New South Wales, on the 10th April last, laden with coal and bound for Hongkong. For a few days after leaving Newcastle, stormy weather was experienced. This was succeeded by light winds and calms. On the 26th April, the thrust shaft and block broke, and from that date until the 31st May, a period of thirty-five days, the vessel drifted about from day to day. When picked up, the *Glenmore* was in latitude 21° 30' north, and longitude 118° 53' East; and the *Zefiro* was then on her way from Amoy to Manilla. Several attempts were made to repair the broken shaft, but they were all unsuccessful.

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that he had been considered wrong in his mind for some time past, and that he was not on bad terms with any one. From the medical evidence it appeared that death was caused by hemorrhage from the wound on the throat, which was about two inches long and might have been inflicted by the knife produced. Had the bleeding been stopped in time the man's life might have been saved. The knife was found on the bed close to deceased's left hand.

A verdict was returned to the effect that death was caused by wounds self-inflicted by deceased while labouring under temporary insanity.

THE shooting match which came off between a team of eight members of the Police Force, and a like number of Sergeants of the Royal Artillery, resulted in a rather severe defeat of the Artillerymen. This result is hardly to be wondered at, however; the police team was composed of a number of the best and most reliable shotists the force contains, men who can make fairly good scores under the most unfavourable conditions, who know the range and who have had considerable practice; the Artillerymen, on the contrary, had no force to choose from—the two batteries can only muster eight Sergeants all told—and they knew not the range, nor had they practised. Under these circumstances, the Artillerymen are more to be congratulated on their pluck in boldly facing the redoubtable team of the Grand Oriental Company.

The atmospheric conditions on Saturday afternoon were not altogether favourable: there was a strong glare on, and a stiff breeze blew at intervals from the right rear. Nevertheless some of the Police team toiled up good scores, Inspector Thomson, Sergeant Mann, Constable Cameron and Sergeant McKay all getting above 60. The average score of the Police team was close on 50, while that of the Artillerymen was a shade over 41. The full scores are given below:

POLO TEAM.  
200 300 500  
yards. yards. yards. Tons.  
Inspector Thomson, 22 22 24 68  
Sergeant Mann, 22 23 21 66  
Constable Cameron, 23 21 19 63  
Sergeant L. McKay, 22 19 21 62  
Inspector Quincey, 21 14 20 55  
Sergeant Butlin, 21 19 14 54  
Sergeant Kemp, 23 19 11 53  
Sergeant Robertson, 20 14 16 50  
Grand Total...471

ARTILLERY TEAM.  
200 300 500  
yards. yards. yards. Tons.  
Sergeant Savage, 21 17 18 56  
Sergeant Major Clarke, 22 19 13 54  
Sergeant Houghton, 22 16 14 52  
Sergeant Carroll, 13 16 16 39  
Sergeant Barber, 20 16 0 36  
Sergeant Cooper, 16 14 0 36  
Sergeant Major Wright, 14 3 12 29  
Sergeant Melvin, 15 9 3 27  
Grand Total...329

THE 'NISERO' CASE.  
We hear from Peking that the *Nisero* case is no nearer settlement than ever. H.M.S. *Requin* left Singapore in the beginning of the month with two hundred pounds worth of provisions, &c., for the impounded crew, calling first at Oudeh, where the commander saw the Governor, and then proceeding to Tenon, where the Dutch courteously raised the blockade while the gunboat was there. She remained there for some three days, but communication with the shore was impossible owing to the heavy sea. The natives came down and made some signals, but nothing could be done owing to the state of the weather. She then proceeded some 15 to 20 miles further to Bubon, where a landing was effected, and interviewed the chiefs there, who appeared as friendly as on a previous occasion. The provisions were sent up country to where the men are—80 per case being charged for the transit. Letters were also sent from the commander of the *Pegasus* to the Rajah and to Toktoy, and these were answered in five or six days' time. The Rajah still declined to give up the men, saying that if England really wanted them, she must get the Dutch to agree to the Rajah's terms. Toktoy's letter was in a different strain. He professed friendship for the English, and said he would do all in his power to get the men released, but that unfortunately he was sick just then, and could do nothing. As soon as he was recovered he would, however, do all in his power to get the men released. The Rajah sent by the same opportunity a receipt for the provisions; he had got them all right and had distributed the forty cases among the crew; but he would not hear of any communication between the *Pegasus* and the crew. It was understood that he feared some attempt to assist them to escape. The *Pegasus* went to Analaboo, where the commander had communication with the Resident and took some more provisions for the Dutch at Bubon and landed them there, as well as some provisions which had been left by the Italian corvette *Caracciolo*, which also were forwarded, so that the men who are detained are now very well provided if the provisions are dealt fairly to them. So far as the commander of the *Pegasus* could ascertain from friendly natives, the impounded men were well but suffering great inconvenience and discomfort from the very heavy rains, the island to which they had been moved having been entirely flooded, so that they had to be taken to another island further up the river till the rains subsided. The Achiness generally in Tenon were, it was ascertained, getting tired of having these prisoners amongst them, and would be glad to see them given up on some arrangement being made; but the Rajah had set his face against the British and would hear of nothing of the sort, and evidently was not prepared to give them up until his terms

ADVISES from Bangkok disclose an alarming political crisis. The Kalahoun is reported to have virtually resigned his post, and the Kronards has given back to the King his yacht, on the grounds that since His Majesty has taken from him the substantial benefits of his post, he is unable to keep up a style befitting his official dignity. A powerful cabal is reported as having been formed by the leading nobles against the King, who has made himself distasteful to that body by what they consider the treatment of their privileges or the conduct of their royal household. To strengthen matters, and to constitute the crisis the French have made presumptuous demands for the rectification of the frontier, and it is rumoured that a party in the capital are supporting the idea of French interference against King.

It is said the demands of the French have created great alarm in Siam, similar to the one that has already been signed with Great Britain and other European Governments. As the United States Government has already notified that it is willing to accept the convention, we presume that there will be very little delay in executing it.

H. E. Li Fong-Pao, the present Chinese Minister to the Courts of Berlin, Vienna, Rome, and The Hague, has been appointed as Chinese representative to the French Republic, in place of the Marquis de Molchanoff, who has recently been recalled. The latter will remain at his post until the end of the month awaiting telegraphic advice from home.

STORM. WARNINGS.  
The following interesting information is published in the *Gazette*.  
Steps are being taken to erect a mast for the new steamer at Tain-sha Tsui Police Station. In the meantime, whenever there are indications of strong wind, notice will be given to the Harbour Office, the Telegraph Companies, and to the Newspapers.

In the China Sea the earliest signs of a dangerous atmospheric depression are clouds of the cirrus type travelling from the East or thereabout, a slight rise in the Barometer, and light wind accompanied by a swell in the sea.

These signs are usually followed by a rapidly falling barometer with increasing temperature and humidity, while the sky presents a threatening and vaporous appearance. When the wind rises, it veers or backs according to the part of the depression in which the ship is situated, and according to the course steered with reference to the centre. If the barometer falls very rapidly, and the sky becomes dark, the ship is in danger of being driven into the centre of the depression. Marks of ships should be in mind, that the wind is increasing at some distance from the centre, and especially in the rear of a Typhoon.

Depressions may be encountered at any season of the year, but are very rare in winter and spring. They are most frequent in September. Typhoons cannot exist of nine degrees northern latitude.

W. DODRECK,  
Government Astronomer,  
Hongkong Observatory, 25th May, 1884.

#### NEWS BY THE ENGLISH MAIL.

The F. & O. steamer *Masilia* arrived here this afternoon bringing London mails to May 2nd:

TELEGRAMS.

London, May 8.—The steamer *Stale of Florida*, trading between Liverpool and New York, has sunk, after collision with a barque. Out of 169 persons, crew and passengers, only 44 were saved.

The following telegrams have been kindly sent us from the Secretariat:—

From General Secretary, Bombay: to Chief Commissioner, Rangoon: dated 7th May 1884.

Resident Aden telegraphs: A telegram to the following effect has been received from British Consul-General at Cairo, Singapore, Point de Galle, Colombo, and Penang in quarantine here till they take measures as at Aden; Saigon declared in quarantine as infected. Rules will be enforced against the ports of Malacca, Siam, and Thailand.

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## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA AND ALL INDIAN  
PORTS, ADEN, SUEZ, PORT SAID,  
MEDITERRANEAN AND BLACK SEA  
PORTS, SYRIAN PORTS,  
NAPLES, MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO  
LONDON AND ANTWERP.

ON THURSDAY, the 12th June, 1884, at Noon, the Company's  
S. S. *NOUS*, Commanded by Captain  
with MALES, PASSENGERS, SPECIES  
and CARGO, will leave this Port for the  
above places.

Commercial Papers will be registered for  
London, as well as for Marseilles, and are  
copied in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
noon of 11th June, 1884.

Cargo and Specie will be registered for  
London, as well as for Marseilles, and are  
copied in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
noon of 11th June, 1884.

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

I. MARTIN,  
Acting Agent.

Hongkong, May 30, 1884.

## INSURANCES.

THE STRAITS INSURANCE COM-  
PANY, LIMITED.

THE Undersigned, having been appointed  
Agents for the above Company are  
engaged to GRANT POLICIES on MARINE  
RISKS to all parts of the World, at current  
rates. ARNHOLD, KARBERG & Co.  
Hongkong, November 5, 1883.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

THE Undersigned, Agents of the above  
Company, are authorized to Insure  
against FIRE at Current Rates.

GILMOR & Co.  
Hongkong, January 1, 1882.

THE LONDON ASSURANCE  
COMPANY.

INCORPORATED BY ROYAL CHARTER  
OF HIS MAJESTY KING GEORGE THE FIRST,  
A. D. 1720.

THE Undersigned, having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either  
here, in London, or at the principal Ports  
of India, China and Australia.

Fine Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

LANCASHIRE INSURANCE  
COMPANY.

## (FIRE AND LIFE.)

CAPITAL—TWO MILLION STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hills of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to

ARNHOLD, KARBERG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

## NOTICE.

QUEEN FIRE INSURANCE COM-  
PANY.

THE Undersigned are prepared to accept  
Risks on First Class Goods, on 1 per cent. premium per annum.

NORTON & Co., Agents.

Hongkong, May 10, 1881.

## NEWS FOR HOME.

The *Overland China Mail*.

(The oldest Mail Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE  
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-  
printed matter.

THIS Mail Issue is chiefly compiled from  
the daily *China Mail*, is published  
twice a month on the morning of the  
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record of each fortnight's current history  
of events in China and Japan, con-  
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from the journals published at the various  
ports in those Countries.

It contains Shipping news from Shanghai,  
Hongkong, Canton, &c., and a complete  
Commercial Summary.

Subscription, 50 cents per Copy (postage  
paid 52 cents) \$12 per annum (postage  
paid \$12.50).

Orders should be sent to GEO. MURRAY  
BAIN, *China Mail* Office, 2, Wyndham  
Street, not later than noon of the day the  
English Mail steamer leaves.

Terms of Advertising, same as in Daily  
*China Mail*.

Mr. Andrew Wind,

NEWS AGENT, &c.

133, NASSAU STREET, NEW YORK,  
is authorized to receive Subscriptions,  
Advertisements, &c., for the *China Mail*,  
*Overland China Mail*, and *China Review*.

## Hongkong Rates of Postage.

In the following Statements and Tables, the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight  
are charged double, while for as the  
case may be, by such papers or packets of  
paper must be sent at Book Post. Two  
newspapers must not be folded together as  
one, nor must anything whatever be inserted  
except bona fide Supplements. Printed  
matter may, however, be enclosed, if the  
whole be paid at Book Rate. Prices Current  
must be paid either Newspapers or Books.

Commercial Papers signify such papers  
as though written by Hand, do not bear  
the character of an actual or personal corre-  
spondence, such as invoices, deeds, copied  
music, &c. The charge on them is the same  
as for books, but, whatever the weight of  
paper, it will not be charged less than 5  
cents.

The sender of any Registered Article  
may accompany it with a Return Receipt  
on paying an extra fee of 5 cents.

The limit of weight for Books and Com-  
mercial Papers to Foreign Post Offices is  
4 lbs. Patterns for such offices are limited  
to 8 ounces, and must not exceed these  
dimensions: 8 inches by 4 inches by 2  
inches.

## Countries of the Postal Union.

The Union may be taken to comprise  
Europe, all foreign possessions in Asia,  
Japan, W. Africa, Egypt, Mauritius, all  
N. America, Mexico, Salvador, Brazil,  
Peru, Chile, Venezuela, The Argentine  
Republic, Jamaica, Trinidad, Guiana,  
Honduras, Bermudas, Labuan, Hawaii, with  
all Danish, French, Netherlands, Portuga-  
luese and Spanish Colonies.

Countries not in the Union.—The chief  
countries not in the Union are the Aus-  
tralasian Group, and S. Africa.

## Postage to Union Countries.

General Rates, by any route:—  
Letters, 10 cents per 1 oz.  
Post Cards, 3 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Patterns and  
Com. Papers, 2 cents per 2 oz.

There is no charge on redirected corre-  
spondence within the Postal Union.

## Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and  
Fiji, via *Torres Straits*, Letters, 10; Regis-  
tration, 10; Newspapers, 2; Books and  
Patterns, 2; via *Cyclone*, Letters, 25; Regis-  
tration, 10; Newspapers, 2; Books and  
Patterns, 2.

Natal, the Cape, St. Helena, Ascension,  
Bolivia, Letters, 25; Registration, 25; New-  
spapers, 5; Books and Patterns, 5.

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INCORPORATED BY ROYAL CHARTER  
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## 3. The following cannot be transmitted:—

Parcels insufficiently packed or protected,  
or liable to be crushed (as bandboxes,  
&c.) Opium, Glass, Liquids, Explosive sub-  
stances, Matches, Indigo, Dyestuffs, Ice,  
Meat, Fish, Game, Fruit, Vegetables, or  
whatever is dangerous to the Mails, or  
likely to become offensive or injurious in  
transit.

4. Parcels are as a general rule forwarded  
by Private Ship, not by Contract Mail  
Packet. To India they are forwarded by  
the P. & O. and Indian Mail Packets only,  
Ceylon by P. & O. only. No responsi-  
bility is accepted with regard to any  
parcel unless Registered, and then only to  
the amount of \$10.

5. The public are cautioned not to con-  
found these facilities with a *Parcel Post*,  
Europe, &c., which does not exist.

It is necessary that the following rules  
be strictly observed.

1. No Letter or Packet, whether to be  
registered or unregistered, can be received  
for Postage if it contains gold or silver  
money, jewels, precious articles, or any-  
thing that, as a general rule, is liable to  
Customs duties.

2. This Regulation prohibits the sending  
of Patterns of cuttable articles, unless the  
value sent is so small as to make the  
sample of no value.

3. The limits of weight allowed are as  
follows:—

Books and Papers—British Offices  
5 lbs.; to the Continent, &c., 4 lbs.

Patterns—British Offices, 5 lbs.; if with,  
etc., intrinsic value; to the Continent,  
etc., 4 oz.

4. Postage is charged on the value of  
the sample of any value.

5. The Postmaster General is satisfied  
that the loss occurred whilst the corre-  
spondence was in the custody of the British  
Post administration in China, that it was  
not caused by any fault or the part of the  
sender, by destruction by fire, or shipwreck,  
nor by the dishonesty or negligence of any  
person not in the employment of the  
Hongkong Post Office.

6. No compensation can be paid for more  
damage to fragile articles such as portraits,  
watches, handsomely bound books, &c.,  
which reach their destination, although in  
a broken or deteriorated condition.

7. That the Postmaster General is satisfied  
that the loss occurred whilst the corre-  
spondence was in the custody of the British  
Post administration in China, that it was  
not caused by any fault or the part of the  
sender, by destruction by fire, or shipwreck,  
nor by the dishonesty or negligence of any  
person not in the employment of the  
Hongkong Post Office.

8. That application was made to the  
Postmaster General of Hongkong immedi-  
ately the loss was discovered, the envelope  
being invariably forwarded with such applica-  
tion unless it also is lost.

9. That the Postmaster General is satisfied  
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spondence was in the custody of the British  
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